

Today's Advertisements.

WIRTH'S CIRCUS.

Sole Owner.....MRS. HARRY WIRTH.
Manager.....J. J. CAMERON.

GRAND SUCCESS
AT EACH PERFORMANCE.
AT NEW SITE WEST POINT.
A SUCCESS IN EVERY WAY.
ATTENDED BY CROWDS.
SEATING FACILITIES PERFECT.
WELL LIGHTED & WELL VENTILATED.
TO-NIGHT! TO-NIGHT!!
LAST 2 NIGHTS
OF PRESENT PROGRAMME.
NEW ACTS—NEW FEATURES.

Testimonial Benefit Tendered to
Mrs. WIRTH
POSTPONED TO
MONDAY NIGHT,
on account of the Volunteer Concert on
Friday Evening.

PRICES OF ADMISSION:—
Boxes (for 6 persons).....\$10.00
Single Box Seats.....2.00
Stall Chairs.....1.00
Gallery.....0.50
Pit (exclusively for Chinese).....0.30
Book Seats in advance at Barker's Book Store
and Hongkong Hotel.

FIRST GRAND MATINEE.
SATURDAY NEXT, at 3 o'clock.
Doors Open at 2.
When Children will be admitted to all parts of
the hours Half-price.

WILL T. DORRANCE,
Agent.
Hongkong, 4th August, 1896. [1221]

MID-FORMOSA RELIEF FUND.

SUBSCRIPTIONS are earnestly solicited for
the RELIEF OF THE INHABITANTS OF
MID-FORMOSA, RENDERED HOMELESS
through the late disturbances, a full report of
which has been published in the Hongkong and
Shanghai Newspapers.

It is roughly estimated that at least FORTY
THOUSAND PEOPLE have been forced to
take refuge in the Hill Country, from the Towns
and Villages in and around the Hoonim district.
Of this number, it is calculated that Twenty-
five thousand are without shelter and totally
unprovided for. The distress reported is
lamentable, and hopeless of alleviation without
material and speedy assistance.

A Committee will be formed to arrange for
the distribution of money collected. Meanwhile
the undersigned makes an earnest APPEAL
on behalf of the SUFFERERS. Subscribers
are kindly requested to send their donations to
the HONGKONG and SHANGHAI BANK at
Hongkong, Shanghai or Amoy, specifying such
payments as being on behalf of the MID-
FORMOSA RELIEF FUND.

ALLAN W. BAIN.
Taiwan, South Formosa,
1st August, 1896. [1228]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BRINDISI."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 11th instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent. [1231]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"FLINTSHIRE."

Captain Dwyer, will be despatched for the above
Ports on or about WEDNESDAY, the 12th inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th August, 1896. [1233]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR WLADIVOSTOCK, VIA SHANGHAI.

(With liberty to call at CHEFOO and, or,
NARASAKI.)

THE Company's Steamship

"WINGSANG."

Captain Sellar, will be despatched as above on
THURSDAY, the 13th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th August, 1896. [1234]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU."

Innes, Commander, will be despatched on
FRIDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1237]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,

VIA STRAITS AND USUAL PORTS OF

CALL.

(Taking transshipment Cargo for LIVERPOOL,
GLASGOW, CENTRAL PORTS,
(Reverse Route, &c.))

THE Company's Steamship

"NINGCHOW."

H. C. Harris, Commander, will be despatched as
above on or about the 30th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 5th August, 1896. [1240]

Today's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"PAOTING,"
Captain Gyles, will be despatched TO-
MORROW, the 6th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1232]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"FOOCHOW,"
Captain Blackborne, will be despatched TO-
MORROW, the 6th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1235]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAIGON.

THE Company's Steamship

"WUHU,"
Captain Vaughan, will be despatched TO-
MORROW, the 6th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1236]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NEWCHANG,
TIENTSIN, HANKOW and PORTS on the
YANTZSE.)

THE Company's Steamship

"NESTOR."

Captain Argill, will be despatched as above
TO-MORROW, the 6th instant,
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1239]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Steamship

"HAILONG,"
Captain Davis, will be despatched for the above
Port on FRIDAY, the 7th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 5th August, 1896. [1236]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Steamship

"NAMOA,"
Captain Hall, will be despatched for the above
Port on FRIDAY, the 7th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 5th August, 1896. [1237]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES."

Captain Pollard, will be despatched as above
on FRIDAY, the 7th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1236]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above
on FRIDAY, the 7th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1236]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND

HAMBURG.

(Taking Cargo at through rates to RED SEA,
MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"MARIA RICKMERS."

Captain E. Berg, will be despatched as above
on TUESDAY, the 11th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 5th August, 1896. [1236]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(To follow the S.S. *Strathgairn*.)

THE Steamship

"GLAMORGANSHIRE."

Captain Vyvyan, will be despatched for the
above Port on or about the 16th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 5th August, 1896. [1233]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS."

Captain Day, will be despatched as above on
MONDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th August, 1896. [1232]

FOR NEW YORK.

THE 3/3 A. L. I. American Ship

"CHARLES E. MOODY."

Captain Leonard, leading here for the above
Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 5th August, 1896. [1236]

FOR BALTIMORE.

THE 3/3 A. L. I. American Ship

"ISAAC REED,"
Captain F. D. Waldo, is leading here for the
above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 5th August, 1896. [1236]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1896. [1227]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best English Machinery, embody-
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Emplies
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all urgent messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1236]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 5th, 1896.

TELEGRAMS.

REUTER'S MESSAGE.

TURKEY, GREECE, AND THE POWERS.

LONDON, August 3rd.

France, Russia, Germany, and Austria are in
favour of blockading Crete in order to prevent
the landing of Greek Volunteers and arms, thus
leaving the Turks a free hand to restore order.

Great Britain dissents, though agreeing to a
joint mediation to induce Greece to fulfil her
duties towards the Porte, and to bring the
Creteans to accept a reasonable compromise.

The German and Austrian Press accuse Great
Britain of selfish isolation and of disturbing the
conduct of the Powers.

(From *Le Courrier de Saigon*.)

OBITUARY.

PAW, July 29th.

Regene Spiller, the celebrated French politi-
cian and journalist, is dead.

(He was born at Sauron on 5th December, 1835;
became a member of the Paris Bar in 1855.
After being employed in several important
political cases he abandoned the legal profes-
sion in order to engage in active political life
and journalism. After the revolution of Sep-
tember 4th, 1870, he was M. Gambetta's con-
fidential friend and Secretary, and in Nov.
1871 he became Editor-in-Chief of *La Repu-
blique Francaise*.)

FRENCH VERACITY!

In the extra issued on Monday we called
attention to the fact that a somewhat obscure
Tonkin paper styled *Courrier d'Haiphong*
recently published a very offensive, and
for the most part exceedingly inaccurate
and misleading article bearing on the
Imperial Chinese Maritime Customs
Service. We intended to publish a trans-
lation of the article in this issue, but it is
crowded out, and we have, therefore, to
content ourselves with quotations from the
translation given in the *Daily Press* the
day before yesterday. We do not
exchange with *Courrier d'Haiphong* for
the all-sufficient reason that we can
get along very well without it. Such
carefully edited and up-to-date journals
as *Avenir du Tonkin* and *Courrier de Saigon*
supply us with all the Tonkin news and
telegraphic despatches from Paris that
we require. In dealing with this matter
we cannot refrain from expressing surprise
that the *Daily Press* should have given so
much prominence to the Haiphong
journal's allegations, although we freely
admit that it fairly pulverized them in its
leader on the subject. It is doubtful,
however, whether the insignificant Tonkin
journal is worth all the powder and shot
expended on it; for a very cursory inves-
tigation is bound to result in facts giving
the lie to the writer's assertions, that French-
men have not had their fair share in the
appointments in the Chinese Customs
Service; that Sir ROBERT HART has unduly
favoured his own countrymen; that his
sole object in hanging on to his important
office is attributable to his desire to prevent
the hands of a successor of a different
nationality. It is not true that "English-
men, Americans, and Germans have
taken possession of the most important
and most lucrative appointments," and the
writer also wanders far from the
paths of truth and justice when he says—
"It is only recently (perhaps on account
of the important part played by France
in the events that followed the China-
Japan war) that the Inspector-General
has seemed to care to appoint a French-
man to an important post, that of Com-
missioner." To those who know any-
thing about the matter and are
prepared to give utterance to the truth,
the statement that "the Inspector-General
has sought only to favour his own country-
men" must appear as little short of a
deliberate and unprovoked attack upon a
gentleman who has performed his duty
from first to last in a manner
that is simply beyond praise. It is
an impudent and well-nigh ludicrous
attempt to belittle a really great man—a
man who is a credit to his country, an
ornament to the Service, he controls, a
bright star on the gloomy political horizon
in the north. It is a fact that M. L.
ROCHER, the distinguished scholar and
painstaking and courteous official who
now holds the important office of Com-
missioner of Customs at Shanghai, was
Commissioner of Customs at Canton in
1890, and we invite contradiction if we
are in error in stating that there are at the
present time no less than three French
Commissioners, one French Acting Com-
missioner, and at least eighteen French
Assistants in the Customs Service, besides
a large number of Frenchmen in the
Out-door department. One of the French
Commissioners has, if we mistake not,
held his appointment since 1875, another
has been in the Commissioner Class since
1885, while the third has been at the top
of the tree since 1889. It is worthy
of special note that Commissioner
ROCHER is in charge of the most
important Customs station in China,
namely, the flourishing port of Shanghai.
Considering that the Indo-Chinese Staff of
the Customs consists of only two hundred
members, it is evident that the French
have not been unfairly dealt with, but
rather the reverse. If French trade with
China was of greater volume than that of
any other nation, then there might be
some justification for this clamouring for
offices, but it appears to us that Sir
ROBERT HART has completely out of
the ground from under his adversaries' feet by
a most discreet distribution of the offices
in his gift. British trade with China takes
the lead, and we therefore find a prepon-
derance of Britishers in the Customs
Service. German interests come next in im-
portance, and the consequence is that next
to Britishers the Germans are the most
numerous, and so it goes on all down the
scale, evidencing the strict impartiality
of the great man in Peking who has
brought the Customs Service to an envi-
able pitch of perfection and rendered it the
backstay of the Imperial Government. The
Customs revenues are pledged here,
there, and everywhere for loans, and it
was only recently specially stipulated by
the contractors of the Anglo-German
Loan of £16,000,000 that there shall be
no change in the management or the
system of control of the Customs Service
until that loan is repaid. In the face of this
and other evidence of the confidence re-
posed in Sir ROBERT HART and the Service
that owes so much to his genius, the rail-
ings of irresponsible scribblers in obscure
Tonkin or other prints will have as much
effect on level-headed statesmen as would
a charge of salt fired from a penny
pop-gun upon the broadside of a modern
ironclad. Sir ROBERT HART's works,
his successes, his happy issue out of
many difficulties, his masterful manage-
ment of everything he has undertaken,
his consummate diplomacy, his strict
integrity, and his magnificent services to
his employers, constitute a bright chapter
in the history of foreign relations with the
Celestial Empire, the lustre of which can-
not be sullied by individuals who, know-
ing that they are not likely to be promptly
punished for it, deliberately pervert the
truth, make statements that will not stand
the test of impartial investigation, and even
aver that the great "I.G." is "fatigued
physically and mentally." It is the
disseminators of such mischievous trash
—individuals having axes to grind—who

give evidence of being "physically and
mentally fatigued," and to whom the highly
intellectual pastime of backbiting and
scandal mongering is as the balm of Gilead
to hungering souls. The wild assertions
of such persons would have been com-
pletely ignored had it not been possible
that silence at this juncture and in the
premises might have been misunder-
stood and possibly led to the belief, in
certain quarters, that there was, at all
events, some truth in the serious allega-
tions of the Tonkin paper and that they
were approved. We deny that there is any
truth in or justification for the statements
and we submit that absolute facts give
the lie to one and all of them. We can
only characterize the insinuations and
innuendoes as unfair, mean, and con-
temptible, and in conclusion respectfully
remind our ill-informed Tonkin contem-
porary of the time-worn adage—*Magna
est veritas et prevalebit*.

A GERMAN CRUISER AGROUND.

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING!

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 30th July, 1896.

TWENTY (20) PER CENT.

SAVING OF FUEL!

HOLDSWORTH'S
MICA COMPOSITION

FOR

BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.
ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,

EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896.

HONGKONG HOTEL,

PRAYA, APRIL 7th 1895.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place authenticated testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,

Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above

TOMORROW, the 6th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th August, 1896.

[1163]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain B. Branch, will be despatched on

SATURDAY, the 8th August, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd August, 1896.

[1205]

"STRATH" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHNEVE,"

Captain Patie, will be despatched for the above

Port on or about the 10th August.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 18th July, 1896.

[650]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

Innes, Commander, will be despatched on

TUESDAY, the 11th August, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A fully qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th July, 1896.

[1197]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the

above Ports on TUESDAY, the 11th instant, at

3 P.M.

For Freight or Passage, apply to

DAVID SASSON, SONS & Co.,

Agents.

Hongkong, 4th August, 1896.

[1225]

JAVA, CHINA, JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOI, HONGKONG, SINGAPORE,

JAVA.

FROM HONGKONG.

S.S. *Federatia* ... To JAVA ... August.S.S. *Germania* ... To JAVA ... Sept.S.S. *Cassius* ... To JAVA ... October.S.S. *Germania* ... To JAPAN ... August.S.S. *Cassius* ... To JAPAN ... Sept.S.S. *Federatia* ... To JAPAN ... October.

General Agents for China & Japan,

LAUTS, WEGENER & Co.

Hankow, 27th July, 1896.

[884]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"SOCOTRA,"

Rohde, Master, will leave here for the above

Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Agents.

Hongkong, 21st May, 1896.

[185]

FOR NEW YORK.

THE 100 A.I. American Ship

"PAUL REVERE,"

Mullin, Master, shortly expected from SHANGHAI,

will leave here for the above Port, and will have

quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Agents.

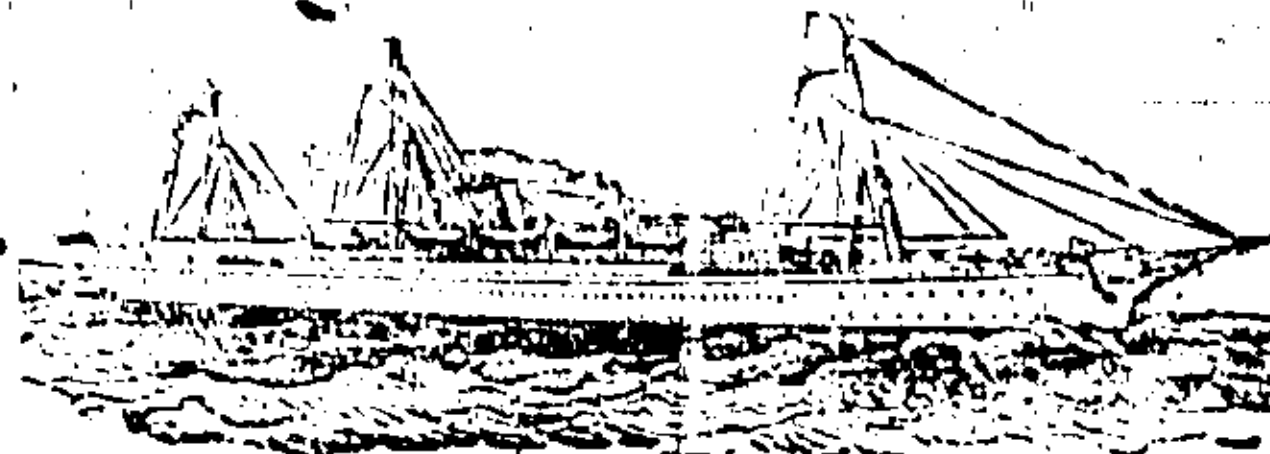
Hongkong, 24th July, 1896.

[1176]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,

via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,

£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pender's Street.

Hongkong, 22nd July, 1896.

[3]

CANADIAN PACIFIC RAILWAY

COMPANY.

FOR PACIFIC COAST, CANADA AND THE

UNITED STATES.

THE Steamship

"HUPEH"

will be despatched on or about THURSDAY,

the 6th August, for VICTORIA AND VAN-

COUVER, B.C., via NAGASAKI, KOBE AND

YOKOHAMA.

Through Bills of Lading issued to Japan,

Pacific Coast, Canadian and United States

Points.

For Particulars as to Rates, &c., apply to

D. E. BROWN,

General Agent.

Hongkong, 4th August, 1896.

[1165]

OCCIDENTAL & ORIEN-

TAL STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Nagasaki),

Kobe, Inland Sea, Saturday, 8th August,

Yokohama & Honolulul at Noon.

Doric (via Nagasaki),

Kobe, Inland Sea, Tuesday, 25th August,

Yokohama & Honolulul at Noon.

Belge (via Nagasaki),

Kobe, Inland Sea, Saturday, 12th Sept.,

Yokohama & Honolulul at Noon.

THE Company's Steamship

"CAELIC"

will be despatched for SAN FRANCISCO, via

NAGASAKI, KOBE, INLAND SEA, YOKO-

HAMA AND HONOLULU, on SATURDAY,

the 8th August, 1896, at Noon. Connection

being made at Yokohama with Steamers from

Shanghai.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu

and passengers are allowed to break their

Journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States on Call, Rates, and particu-

lars of the various Routes may be obtained

upon application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office on the 15th day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco, in the

United States, should be sent to the Company's

Office addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd July, 1896.

[49]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Jai-Houm Road.

IS now in a position, in his New and Com-

modious Premises, to receive, develop, and

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

specially

Hongkong, 22nd September, 1896.

[49]

Mails.

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Monmouthshire, Saturday, 15th August.

TAKING PASSENGERS AND CARGO FOR UNITED

STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

will be despatched here for PORTLAND,

OREGON, via KOBE and YOKOHAMA, on

SATURDAY, the 15th August.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

Copy must be sent forward by the Steamer to

the care of the GENERAL FREIGHT AGENT,

Oregon Railway and Navigation Co., Portland,

Oregon.

The S.S. *Monmouthshire* has Superior Accom-

modation for Saloon Passengers.

For further information as to Passage and

Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 30th July, 1896.

[1200]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,